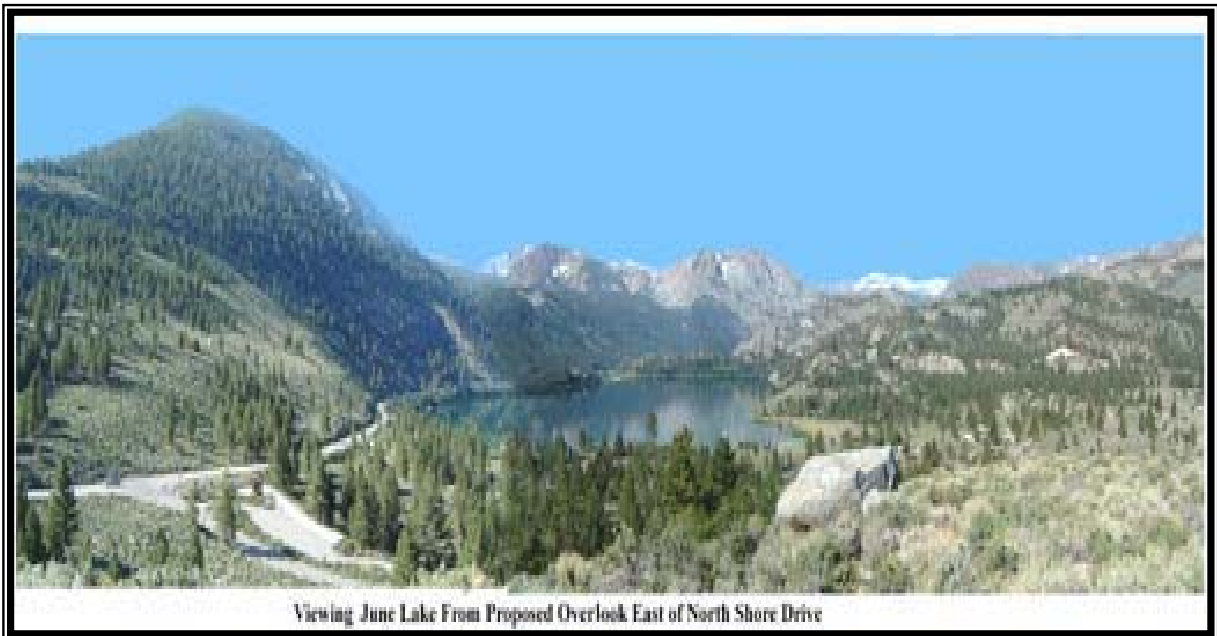


# **DRAFT**

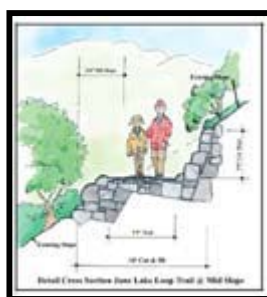
# **JUNE LAKE LOOP**

# **TRAIL PLAN**

# **2003**



# TRAIL PLAN



***Revised March 2003***

***Prepared in a Joint Collaboration of:***

**June Lake CAC and Residents  
Mono County Community Development Department  
Bauer Planning & Environmental Services, Inc.  
Talon Associates, LLC**

# JUNE LAKE LOOP TRAIL PLAN

## TABLE OF CONTENTS



<b>Section Title</b>	<b>Page Number</b>
1 Introduction and Overview .....	
2 Trail Planning Process .....	
3. Design Guidelines .....	
4. Trails for All Users .....	
5. Integration with Existing Trail Plans .....	
6. Primary and Secondary Trails .....	
7. Trail Signage and Maintenance Concepts .....	
8. Overall Trails Plan .....	
9. June Lake Trails .....	
10. Gull Lake Trails .....	
11. Down Canyon Trails .....	
12. Silver Lake Trails .....	
13. Grant Lake Trails .....	
14. Reversed Peak & Snow Lakes Trails .....	
15. Environmental Considerations .....	
16. Trail Maps .....	
<b>APPENDIX A: Land Ownership Map</b>	
<b>APPENDIX B: Context-Sensitive Solutions for June Lake Loop Bike Route Provisions</b>	

## SECTION 1 INTRODUCTION AND OVERVIEW



Viewing June Lake From Proposed Overlook East of North Shore Drive

**PURPOSE:** The June Lake Loop trail planning process was undertaken in an effort to **update, consolidate and enhance** trail plans that had previously been prepared for the June Lake Loop.

- **PARTICIPANTS:** The plan presented in this document reflects the contributions and guidance of many agencies and groups and individuals including the **June Lake Citizen Advisory Committee** (CAC, a locally appointed citizens' committee for all land use planning affecting the June Lake area), the **U.S. Forest Service** - Inyo National Forest (which manages much of the public land on which the trails are shown), **Southern California Edison** (which owns much of the quasi-private land on which trails are shown), **Caltrans** (which is responsible for management of Highway 158, the backbone route through the study area), and many homeowners, USFS cabin owners, businesses and individuals who are part of this community.
- **OBJECTIVE:** The objective of this planning effort is to create a **strong conceptual framework** for the June Lake Loop Trail Plan that is consistent with the June Lake Area Plan and serves a wide range of trail uses. Elements of this conceptual plan can be more fully articulated as funding and access become available to support individual links. To facilitate this objective, the Plan encompasses a **primary and a secondary trail system, as well as** a series of stand-alone improvement areas that can be implemented on a phased basis. In turn, each improvement area has links to adjoining areas. This plan will ultimately yield a layered trail system with richly diverse terrains, functions, modes of travel, and scenic opportunities.
- **ORGANIZATION:** Consistent with the objective above, the report organization **begins with a discussion of trail planning process, design guidelines, and existing trail plans. The report next describes the concept plan and map** for June Lake as a whole. Sections **thereafter address individual trail components** for June Lake, Gull Lake, Silver Lake, and Grant Lake. **Each map is provided as a fold-out at the end of this plan** for use as trail guides in the field.
- **FUTURE NEEDS:** Two of the recommended trail links or improvements could not be verified within the timeframe of this study. These links (both of which are designated as secondary trails) are shown as **“recommended for further study.”** Although both of these secondary trails are considered to be especially valuable means of achieving overall trail plan goals and objectives, neither has neighborhood support at this time. Their future implementation will depend on consensus that may arise through future growth and use of the primary trail system. Issues and trail segments requiring further study are noted at the end of each section.

## SECTION 2

### TRAIL PLANNING PROCESS



The trail planning effort involved an interactive process of meetings, trail planning, field visits, public involvement, and plan refinements. Beginning in June, the process incorporated 4 formal workshops and 2-days of formal field trips as outlined in the sequence below.

- **June 18 2002:** Workshop #1, Goal Setting
- **June 24-25, 2002:** Field Trips around the June Lake Loop
- **July 16, 2002:** Workshop #2, Presentation of Preliminary Trail Concepts
- **August 27, 2002:** Workshop #3, Refinements to Preliminary Plan
- **October 1, 2002:** Workshop #4, Draft Plan Presentation to June Lake CAC
- **November 12, 2002:** Workshop #5, Second CAC Review of Draft Plan
- **February 4, 2003:** Workshop #6, Third CAC Review of Draft Plan
- **April 1, 2003:** Workshop #7, Fourth CAC Review of Draft Plan
- \_\_\_\_\_: Plan and environmental documentation presented to Mono County Planning Commission
- \_\_\_\_\_: Plan and environmental documentation presented to Mono County Board of Supervisors

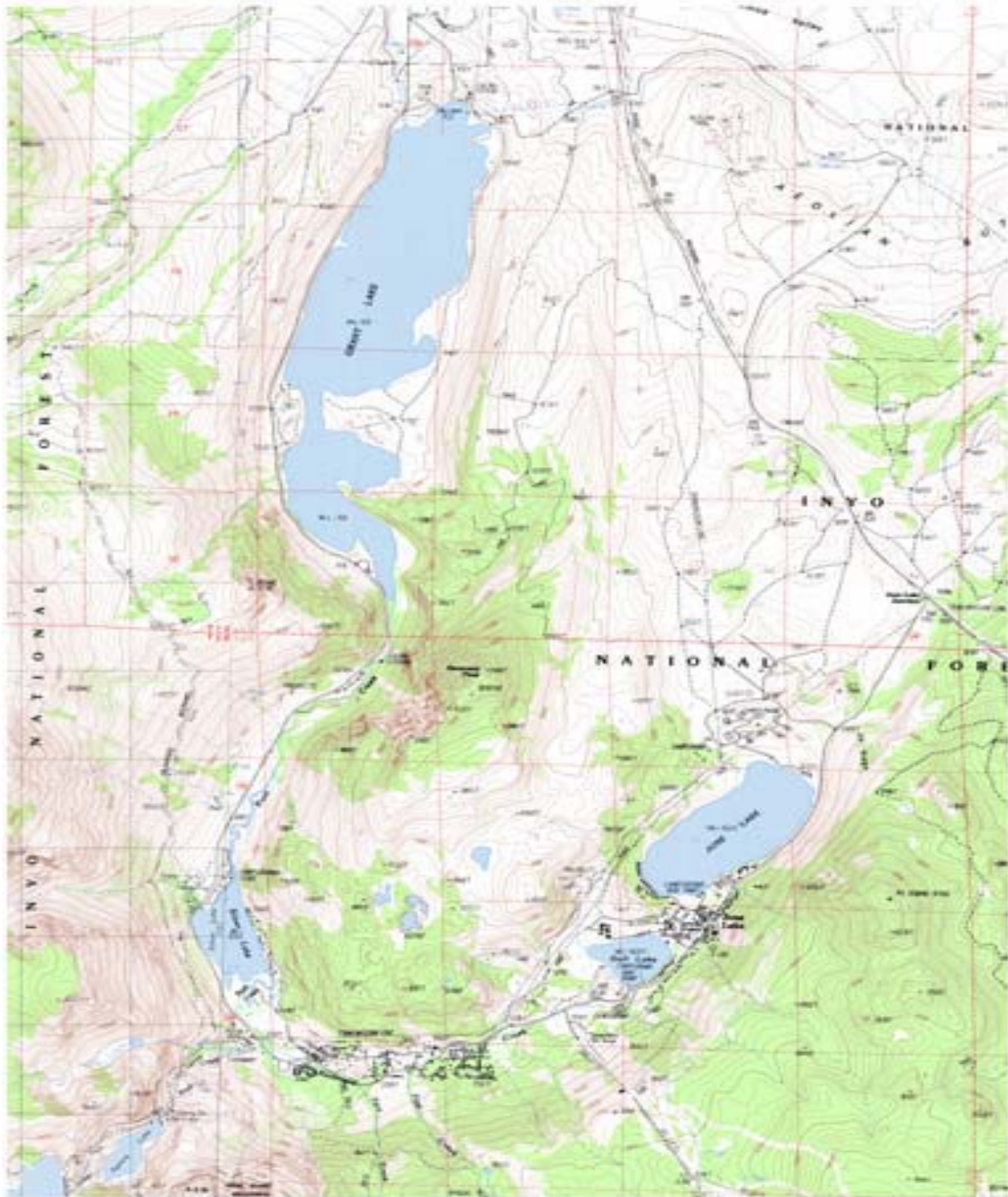
#### PUBLIC WORKSHOP NOTICE JUNE LAKE LOOP TRAILS PLAN

**WORKSHOP DATE:** Tuesday, 1 October 2002 (June Lake Citizens Advisory Committee meeting)  
**LOCATION:** June Lake Community Center  
**TIME:** 7:00 p.m.  
**BACKGROUND:** Mono County has hired Bauer Planning Services to prepare a detailed trails plan for the June Lake area. Several workshops and in-field meetings have been held in the last few months to review possible trail alignments.  
**PURPOSE:** At this workshop, the Draft June Lake Loop Trails Plan will be presented to the June Lake Citizens Advisory Committee (CAC) for review. The plan incorporates refinements to plan concepts presented at the August 27 workshop. The text and maps for the plan are available for review at:  
[www.talonassociates.net/junetrails.htm](http://www.talonassociates.net/junetrails.htm) or at the Mono County Planning Department, Minaret Village Mall, Suite P, Mammoth Lakes, CA. Copies of the plan and maps may be requested via mail at 760-924-1800.  
**SCHEDULE:** The June Lake Loop Trails Planning effort is nearing completion. Following CAC review, this Draft Plan will serve as the basis for preparation of the final plan document and environmental review that will be submitted to the County for approval.  
**QUESTIONS:** If you have questions about the Trails Plan, please contact:  
Larry Johnston, Mono County Planning OR Sandra Bauer, Bauer Planning  
[ljohnston@mono.net](mailto:ljohnston@mono.net) [sbauer7@earthlink.net](mailto:sbauer7@earthlink.net)



Concepts presented in this plan will be more fully articulated (and issues resolved, where needed) when funding becomes available for detailed planning and implementation of individual trail segments. The County, U.S. Forest Service and others may seek out grant monies and other funding sources to expedite the implementation process.

## AREA MAP



## SECTION 3 DESIGN GUIDELINES



A crucial element of the trail planning process was to plan for the trail needs of June Lake in future years, as well as the needs today. To achieve this goal, the process focused on identifying the concerns and goals of the participating individuals, agencies and groups. Summarized below is a list of guidelines that set an important framework for the trail planning process:

- Utilize existing trails wherever possible
- Minimize disturbance to natural systems and private properties
- Create a priority system for trail implementation:  
June Lake > Gull Lake > Silver Lake > Grant Lake
- Take advantage of trail implementation opportunities as they arise
- Enhance public safety by optimizing conditions for road bikes on Highway 158 and providing complementary opportunities for other trail users
- Maximize trail connections between existing establishments - e.g., Gull Lake-June Lake, campgrounds-village, commercial areas - and future development areas
- Take advantage of view opportunities and connect vista points where possible
- Create trail loops where possible
- Maintain the solitude of fishing areas while preserving accessibility
- Integrate context-sensitive road solutions
- Connect the entire loop from the southerly junction of 158/395 to Grant Lake
- Integrate local trails with regional trails
- Follow established utility corridors where feasible
- Unify disparate trail segments along North Shore Road
- Increase access to existing designated trails: Gem Lake, Reversed Creek, Rim Trail

- Provide for user-friendly signage and trail guides
- Honor the small-town ambience of the June Lake Loop as a whole
- Differentiate between trailheads (where vehicles can be parked while hiking) and other trail nodes (where parking spaces would not be provided), and provide Trailhead Joint-Use Parking wherever possible
- Develop a trail plan that has consensus support within the June Lake community
- Orient the primary trail system to non-motorized user populations, and develop focused trail opportunities to serve the needs of motorized vehicles
- Guide the intensity of trail use through variation in trail width, ranging from a 5-foot right-of-way along the mid-slope trail between June Village and Oh! Ridge, to an 18" right-of-way along the Silver Lake portion of Trail 31.
- Allow the County to take the lead role in assigning and monitoring the voluntary trail maintenance program



Viewing June Lake from Eastside Swimming Beach



Viewing Gull Lake from Gull Lake Community Park



## SECTION 4 TRAILS FOR ALL USERS



Viewing June Lake from Eastside Swimming Beach

The decision whether to create separate trail systems for road bikes and foot travel was another key milestone in the trail planning effort. Currently, Highway 158 serves as the backbone for all travel between the June Loop lakes and communities. But many who use this system noted significant differences in speed, clearance requirements and destination and purpose between, say, a pedestrian and a road bike cyclist. The recommendation of this trail plan is that Highway 158 should be the primary route for cyclists, with separate trail systems for other users wherever possible. This has been accomplished in most areas, where landform and land ownership would allow, through the addition of multiple loop trails, branch trails and parallel trails.



Looking West from June Lake Junction



Looking West On Highway 158



Looking West Just Past Old Ridge to June Lake



Looking East Back to June Lake Junction  
South Side of June Lake



Looking West On 158 next to June Lake



Looking West to the Rock and Fire Station at  
Furnace to June Lake Village



Looking East From Fire Station on 158



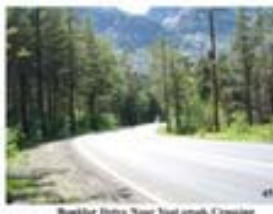
Looking West Down 158 From Fire Station & Conger  
Fire Station to Rock and Fire Station



Bozinger Drive Viewing Northwest Near New  
Conservation Site Down Canyon



Bozinger Drive Approaching East Creek  
Viewing Northwest



Bozinger Drive Near East Creek Crossing  
Viewing Northwest



Bozinger Drive Near East Creek Crossing  
Looking Northwest



Bozinger Drive Looking Southwest From the  
Double Eagle



Viewing Northwest Down 158 Near the  
Double Eagle Entry



Bozinger Drive Looking Southwest From  
Double Eagle Entry

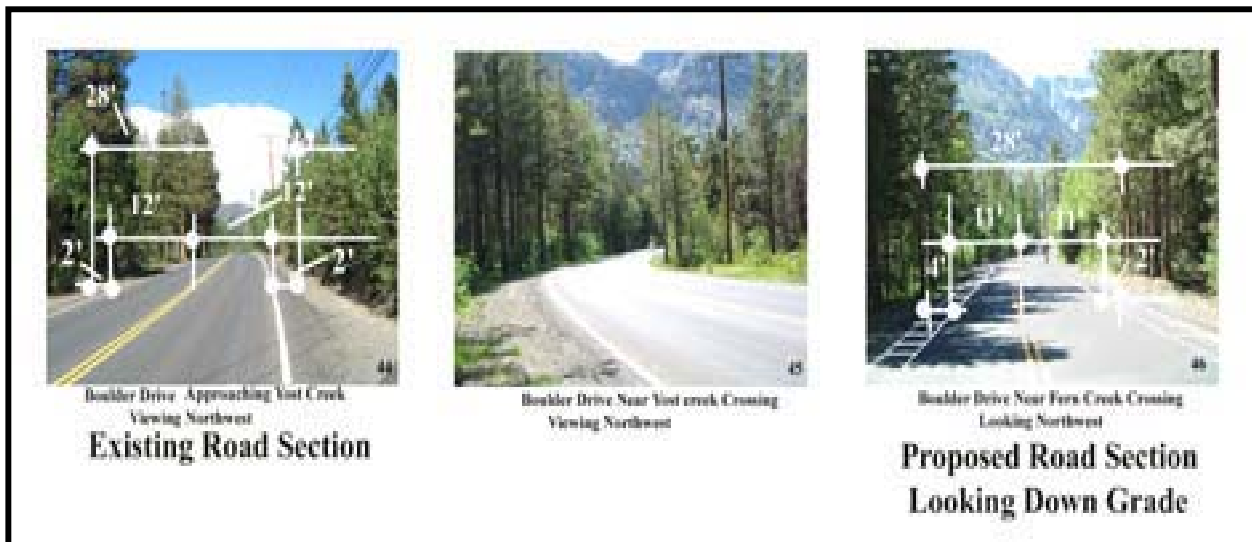


Bozinger Drive Viewing Northwest  
1/4 Mile West Of Double Eagle Entry

The topography is, however, very restrictive in some portions of the June Lake loop. In these areas, alternative approaches may be useful to enhance the compatibility of joint use by cyclists and foot travelers. This plan recommends consideration of alternative road geometry along some segments of Highway 158. The recommended changes in road design focus on the use of centerline shifts, with wider shoulders on uphill sections of the road, to increase the margin of safety between cyclists, pedestrians and vehicles. The modified geometry would be most helpful along road segments with steep gradients or sharp turns, but would also enhance movement where shoulders adjoin precipitous drop-offs or rises. The County has also suggested further consideration of a variety of ‘context-sensitive solutions’ (such as speed limit reductions, narrower traffic lanes, and special signage - see Appendix B). Caltrans is considering these recommendations and other options to enhance the safe interaction between motor vehicles, cyclists, and pedestrians.

As participants in the trail planning process, Caltrans has also offered recommendations for further consideration by the County. In particular, Caltrans has recommended that the County consider reconfiguration of the junction between Highway 158 and North Shore Drive. Currently, the design at this junction strongly favors continued passage on Highway 158, which directs the majority of recreational traffic into June Lake Village. If the junction were redesigned to favor each direction equally, the result would likely be to relieve some pressure on Highway 158. Caltrans has also suggested further discussion of the possibility of a “trade” in which North Shore Drive (currently a county road) would become a State Highway, and Highway 158 (currently a state highway) would become a County road between the north and south termini of North Shore Drive. As a possible future planning effort, the County may consider these recommendations as well as other options to increase the safe interaction between motorists and non-motorists on these roads.

**Recommended for Further Study:** It is recommended that Caltrans and the County continue discussions about the shifting of roadway centerlines, reconfiguration of the Highway 158/North Shore Drive intersection, context sensitive solutions and other means of enhancing circulation within the June Lake loop.



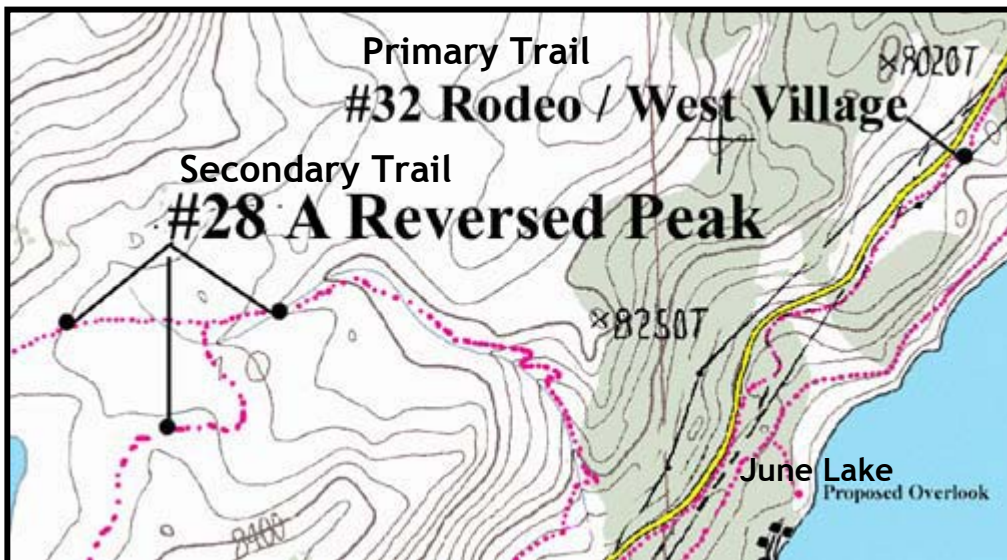
## SECTION 5 INTEGRATION WITH EXISTING TRAIL PLANS



Viewing Gull Lake from Gull Lake Community Park

The primary trails are defined in two categories: One category represents a refinement of trail links designated in the County's Master Plan of Trails, which is part of the Transportation Element of the General Plan; these trails are designated by numbers alone. The second category represents additional primary trail links that are not currently shown on the County's Master Plan of Trails, but that are recommended to be included on that Plan and have significant community support; these trails are designated by a combination of numbers with letters. Both categories are comprised of trails in the Primary Trail System. Trails that are part of the secondary trail system do *not* show a number or letter designation on the maps in this Plan (although some may be numbered on existing County plans). Provided on the next page is a table that identifies and describes the numbered and lettered trails.

### Primary and Secondary Trail Designations



**MONO COUNTY TRAIL SYSTEM**  
**JUNE LAKE LOOP<sup>1</sup>**

TRAIL NAME	NUMBER/ LETTER	START LOCATION	FINISH LOCATION	TERRAIN	TRAIL TYPE
To Parker Lake	25	Hwy. 158	Parker Lake	Steady Climb	GP
To Agnew Lake	26	Hwy. 158	Agnew Lake	Steady Climb	GP
From Fern Creek	27	Hwy. 158	High Sierra Trails	Steady Climb	GP
To Reversed Peak	28	North Shore Drive	Reversed Peak	Steady Climb	GP
To Reversed Peak-North	28A	North Shore Drive	Snow Ponds	Steady Climb	GP
To Reversed Peak-West	28B	Silver Lake Trail	Snow Ponds	Steady Climb	GP
To June Mtn.-Yost Meadow		Hwy. 158	June Mtn. Ski Area	Steady Climb	GP
To Hwy. 395-Pine Cliff	30	North Shore Drive	Hwy. 395	Rolling/Flat	GP
June Lake/Eastside Loop	31	Oh! Ridge	June Lake Village	Rolling/Flat	H
June Lake/West Side Loop	32A	Campground	Village Ballpark	Rolling/Flat/Varied	H
Rodeo Grounds to North Shore	32	Hwy. 158	Village Ballpark	Rolling/Flat/Varied	GP
Down Canyon Hwy. 158 Loop	31	Rodeo Grounds	SCE/Hwy. 158	Rolling/Flat/Varied	GP
Down Canyon Upper Trail	31A	Ski Area Parking Lot	Fern Creek Trail	Steady Climb, Flat, Varied	GP
Oh! Ridge Overlook	35B	North Shore Drive	Oh! Ridge Overlook	Steady Climb, Varied	GP
North June Lake to 395 Junction	35	North Shore Drive	June Lake Junction	Rolling/Flat	GP
North June Lake to Hwy. 158	35A	North Shore Drive	Hwy. 158	Rolling/Flat	GP
Gull Lake Eastside/Hwy 158 Loop	31	June Lk. Village/Hwy 158	Gull Lk. Campground	Rolling/Flat	GP
Silver Lake Eastside	31	Rush Creek Meadow	Rush Ck. Campground	Rolling/Flat	EQ
<b>TOURING BICYCLE</b>					
Hwy. 158 Loop	Hwy. 158	June Lake Junction	North Junction Hwys. 158/395		TB

<sup>1</sup> Legend: TB=Touring Bike; EQ=Equestrian; H=Hiking; GP=General Purpose.



## SECTION 6 PRIMARY AND SECONDARY TRAILS



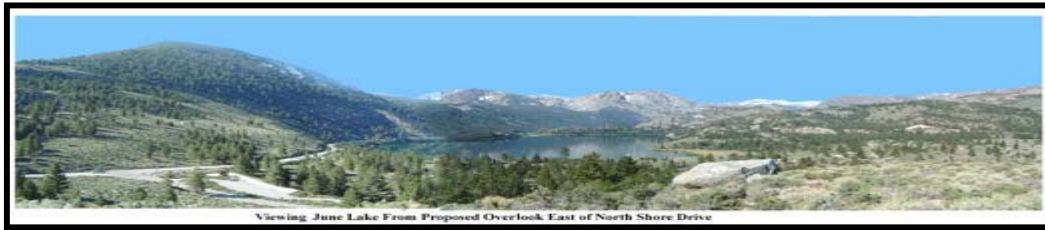
As indicated in the preceding table, the trail program incorporates primary and secondary trails. The primary trails are intended to serve the widest possible range of users. As such, the primary trails are located along or adjacent to the major use corridors of the June Lake Loop, including Highway 158, existing published trails, local roads and existing recreation and resort nodes. It is envisioned that the primary trails would represent the backbone system, and that the primary trail elements would be designed with multi-modal capacity and year-round accessibility to the extent possible. The primary trail system is adequate to meet the trail needs within June Lake Loop for the foreseeable future.

The secondary trails are intended to serve smaller populations generally including residents of the adjoining homes and cabins. These secondary trails would be located in neighborhoods around the June Lake Loop. Design of these secondary trails would reflect a low intensity of use and be restricted to the least intrusive modes (generally hiking and jogging). Because some of the secondary trails would be in proximity to living areas, the routing of these trails would require particular sensitivity to maintain the privacy of local residents and trail users alike. Secondary trail needs throughout the June Lake Loop are currently satisfied through an informal system of pathways and links that are more than adequate to meet present need. Thus the value of the secondary trail system may arise in response to future growth and development patterns within the June Lake Loop.

All of the trails shown in this Plan will require more detailed design and alignment studies at such time as grant funds become available. In addition to these studies, the secondary trails will also require extensive coordination



## SECTION 7 TRAIL SIGNAGE AND MAINTENANCE CONCEPTS



### TRAIL SIGNAGE

A number of trail planning participants have identified a need for more prominent trail signage in conjunction with the primary trail system. Suggestions included “Share the Road” signs along Highway 158, and special signage to denote joint or separate use of equestrian trails, mountain bike trails and road bike trails. It was also recommended that special signs or markers be provided at all trail junctions, to indicate where the trail continues (for example, ‘trail continues across Highway 158’). Wintertime trail use was also suggested for special signage, particularly on trail routes used by snowmobiles.

Another recommendation is to provide information kiosks at all trailheads within the loop. The trail maps could be posted at each location, along with other information consistent with USFS criteria.

*Recommended for Further Study:* It is recommended that a sign package be developed.

### TRAIL MAINTENANCE

Trail maintenance is a concern for trails in the area, including existing and proposed trails. The preliminary trail management and maintenance concept identified in this plan is patterned after Caltrans’ “Adopt-A-Highway” program. Under this program, businesses and individuals pay a fee to support Caltrans’ maintenance costs for a selected stretch of highway. In turn, signage is posted on the adopted link acknowledging the sponsoring entity.

A similar approach is recommended for the June Lake Loop trails. Individuals and businesses would be invited to sponsor trail segments, and acknowledged in signage that could be posted adjacent to the trail identification signs.

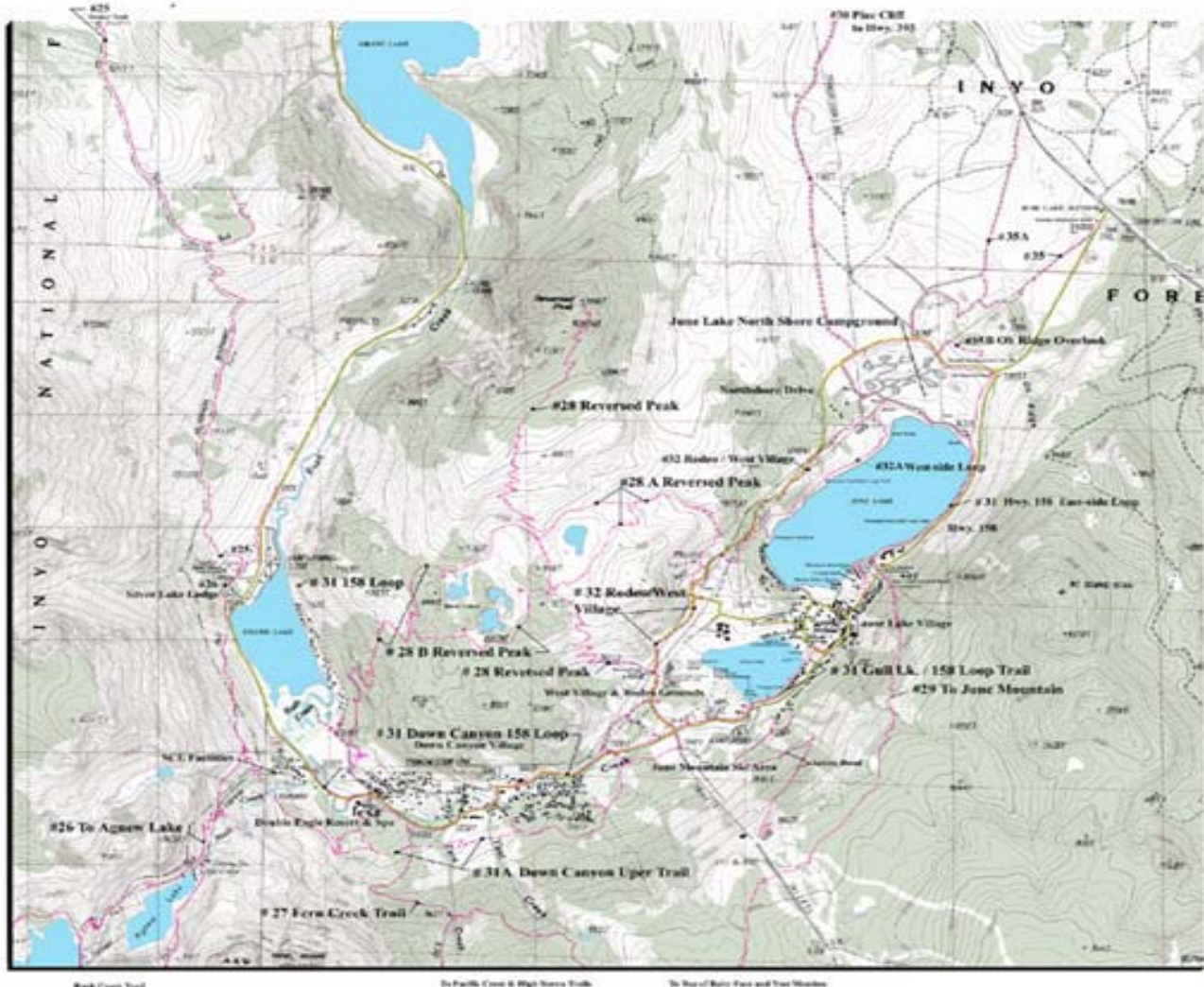
***The preliminary trail management and maintenance concept is patterned after Caltrans’ “Adopt-A-Highway” program.***

*Recommended for Further Study:* To optimize participation, it is recommended that a maintenance program be established for the June Lake Loop trails that is patterned after Caltrans’ Adopt-a-Highway program.

## OVERALL TRAIL PLAN

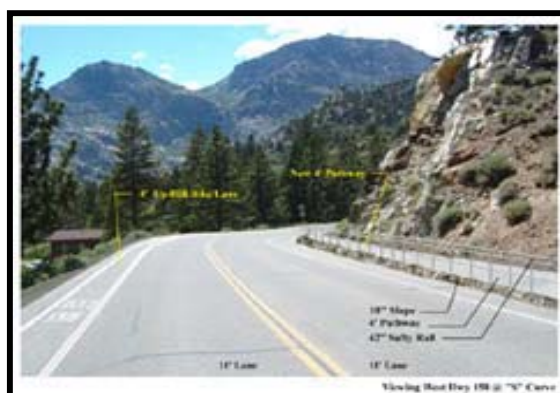
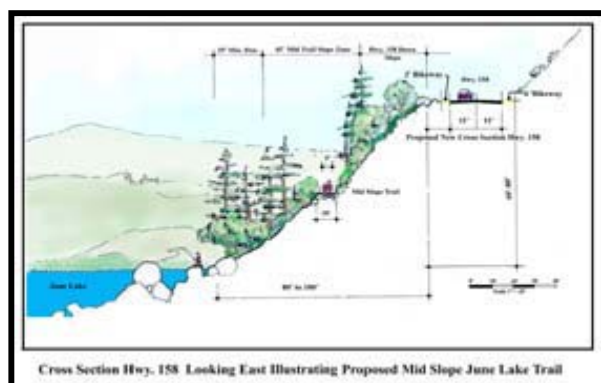


Residents of the June Lake Loop consider the communities within this area as one place, and refer to the entire loop as “June Lake.” This designation is a telling reflection of the tightly knit fabric that binds the community as a whole. But each of the four lakes that comprise this loop has a unique character and identity. These qualities are embodied in the overall trail plan as well: unity expressed through a strong, multi-layer backbone trail system that runs from the north to the south junction of Highway 158 with Highway 395, and individuality expressed in the multiple, hierarchical loop trails and paths that explore June, Gull, Silver and Grant Lakes.



PRIMARY JUNE LAKE TRAIL PLAN, MONO COUNTY

A cornerstone aspect of the trail system proposed for June Lake Loop is the separation, in most areas, of foot-based pathways from wheel-based pathways. Road bikes, mountain bikes, and other wheel-based vehicles are intended to use Highway 158 and North Shore Drive for most travel around the loop, while the majority of hiking, jogging and walking is intended to occur off of these main roadways. To achieve this goal, the plan ensures that hikers will have trail options *other than the highway* in most locations.<sup>2</sup>



Another aspect of the proposed trail plan is the “layering” of trails. The essence of this layered system is that pedestrians and hikers will have more than one route to choose from in some locations. Key elements include a **complete loop around the June Lake-Gull Lake perimeter**, with multiple spur trails leading to scenic points and activity nodes. A trail follows Highway 158 along Silver Lake, preserving the solitude of fly-fishing areas. The plan also offers a **major backbone trail over Reversed Peak mountain** with trails starting from Gull, June and Silver Lake, a loop trail around the ridge-top snow-ponds, and a side trail leading to Reverse Peak. **Off-road trails are provided from Down Canyon to June Lake Village** by way of West Village and the Rodeo Grounds, and a **mid-slope trail behind the Down Canyon neighborhood will provide access to Rush Creek via Trail 31A**. In addition to these proposed elements, the plan recommends a new mid-slope trail extending from the amphitheater at June Mountain, continuing behind the Donnelly Tract and Double Eagle and linking into the Minaret Wilderness above the funicular to Agnew Lake (Trail #26).

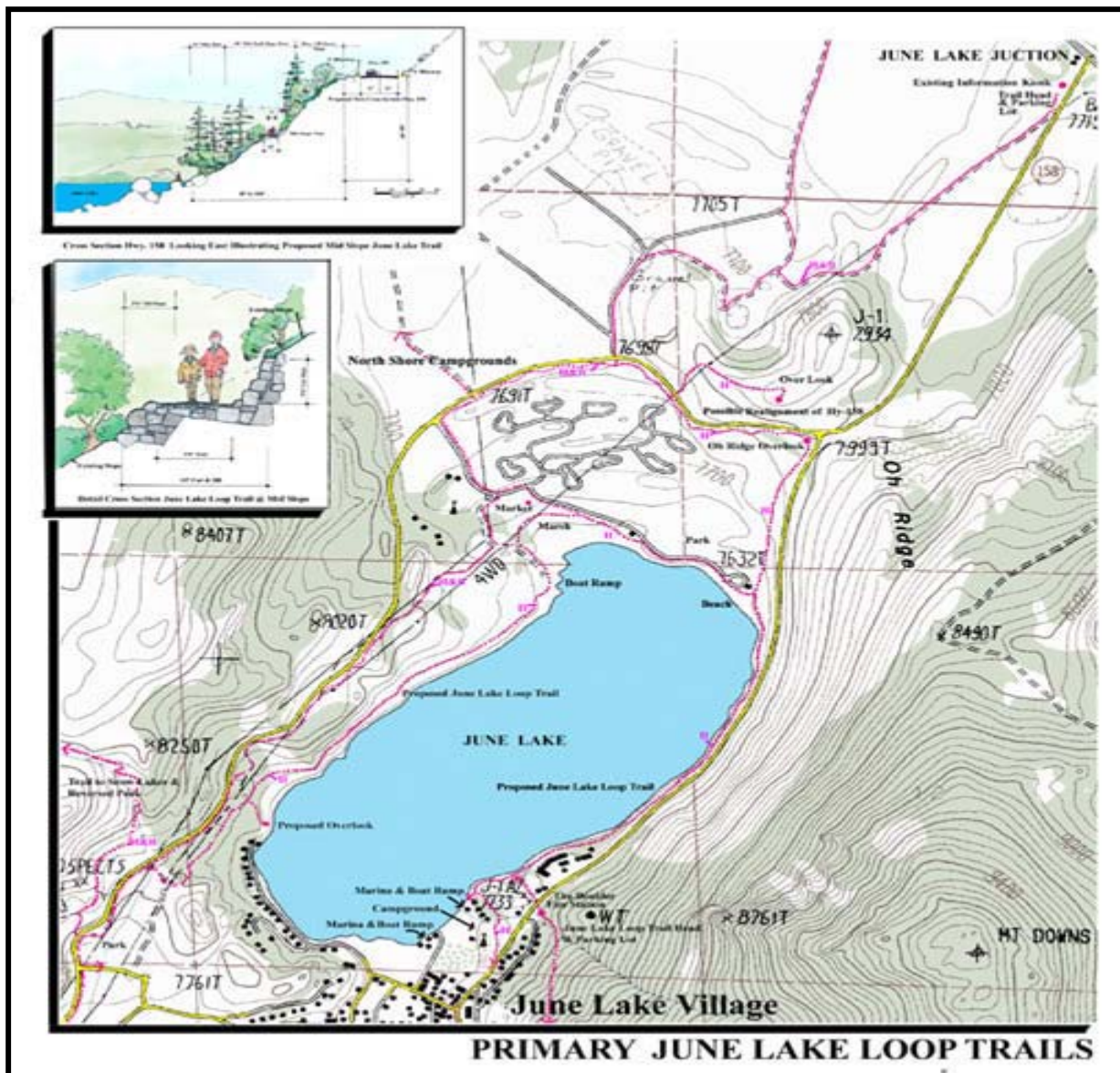
<sup>2</sup> The two segments where off-road hiking paths could not be accommodated are (1) immediately south of the Rodeo Grounds, approaching Down Canyon, and (2) on the south side of Gull Lake.



## SECTION 9 JUNE LAKE TRAILS



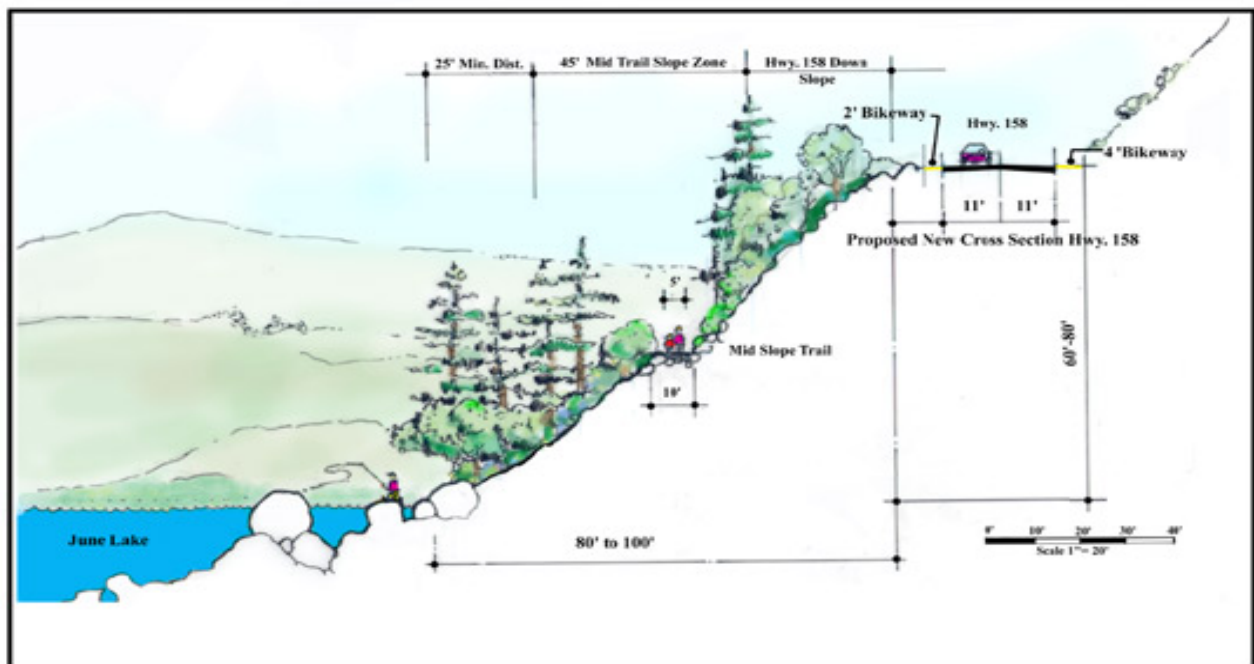
June Lake is the second largest of the four lakes in the loop (only Grant Lake is larger) and the namesake of the entire community. Since the majority of traffic enters the loop from the southern junction of Highways 158/395, it is also the first destination for most visitors to the June Lake area. The entry provides an abundance of scenic views and vistas, including the aptly named and easily accessed “Oh!! Ridge” lookout, as well as the less-known overlook immediately north of the junction of 158 and North Shore Drive.



Geologic conditions created a large natural beach at the northern end of the Lake that is one of the most heavily used visitor sites in the entire loop, drawing residents and tourists alike. Numerous resorts are at either end of the lake, along with dozens of residences that include both USFS leasehold and private parcels. June Lake has private marinas and public boat launches, and is widely used for fishing and boating. And the village in the heart of June Lake provides the widest range of retail shops, restaurants, and lodging of the entire loop. Because the seasonal visitor population is highest around June Lake, this is also the location with the greatest concentration of pedestrians, joggers and recreational cyclists, many of whom can be seen daily along Highway 158, between the village and the beach.

The trail planning design guidelines developed with the planning participants acknowledged the special demands for trail opportunities by placing June Lake at the top of the trail hierarchy. This objective was accomplished in the June Lake trail plan. The June Lake trail system begins at the information kiosk at the junction of Highways 158/395. This entry trail is envisioned as a multi-use trail (hiking/mountain biking), and links into a regional road bike trail that extends along Highway 395. Leaving the kiosk, this trail follows the utility maintenance dirt road corridor all the way into the North Shore campground, where it links into the major road bike system provided along North Shore Drive and to the remaining off-street system (Trail #32).

The plan also incorporates a loop trail that extends around much of June Lake, providing hikers with several trail choices in many locations. A key feature of this trail can be seen in the heavily used corridor along Highway 158, between the village and the beach. The trail along this segment is proposed to be about halfway down the bluff, generally at the base of the road fill, on a constructed bench that would extend the length of the eastern shore. This mid-slope trail would provide pedestrians and joggers with a safe and scenic path between these two major use nodes, leaving the highway for mountain and road bikes, and motor vehicles. Also, fishers -- who currently utilize numerous informal fishing trails -- would be able to use the mid-slope trail as an environmentally sensitive access.



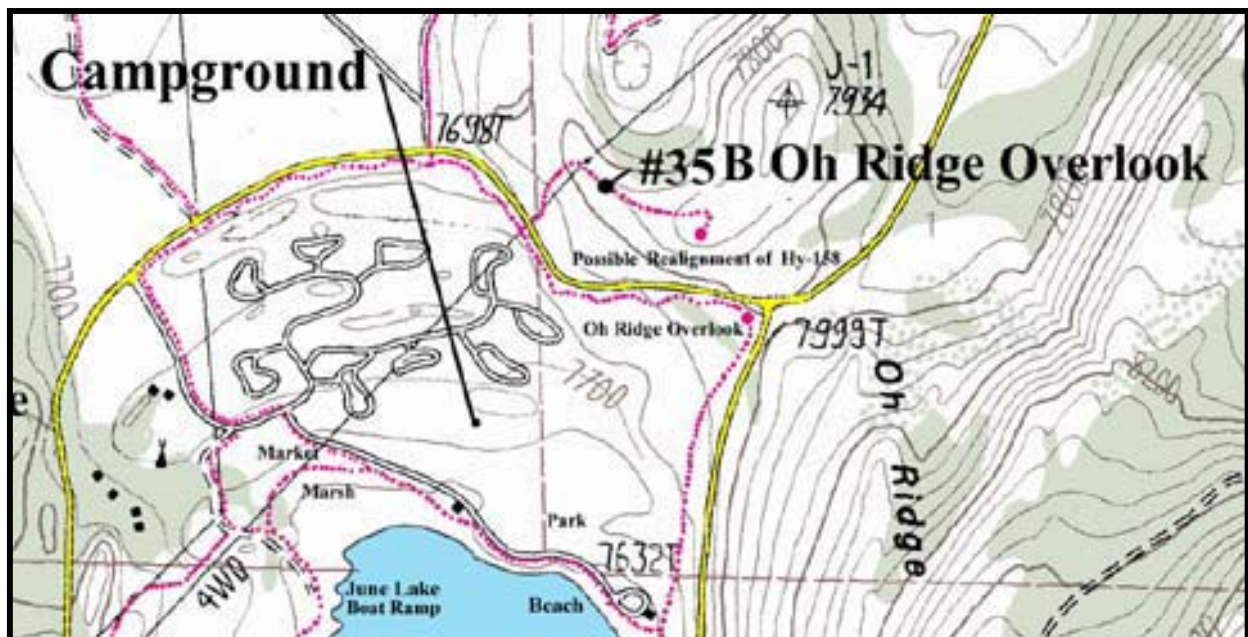
**Cross Section Hwy. 158 Looking East Illustrating Proposed Mid Slope June Lake Trail**



branch off at the beach in two directions. One branch will continue up to the Oh!! Ridge Lookout, and then follow the alignment of North Shore Drive. This trail will connect with several side trails, including one that will lead to the top of the overlook just north of Oh!! Ridge. Though little used today, this is an exceptional overlook that provides nearly 360-degrees long-range views. Another side trail will provide connections to the meadow area north of June Lake and just west of the south June Lake Junction.

The second branch will parallel the beach parking lot and access road to the beach. As it approaches the campground market at the west end of the beach, this trail will again divide. One trail will continue along the lower bluff, skirting mid-slope above the length of the western June Lake shoreline (Trail #32A). This lower trail will wind back up to North Shore Drive and link to the ballpark, continuing eventually to the Rodeo Grounds and Highway 158. A side trail will be provided to take hikers to the overlook point on the southwestern shore, at the north end of the cabins. The second trail branch will follow a pathway just below North Shore Drive. This higher path follows an old utility maintenance corridor out of the campground and into the June Lake ballpark, and is intended to be a major mountain bike trail with the potential to serve snowmobiles during winter months (Trail #32A). At the ballpark, this route will join with other trail systems including paths to Gull Lake, and up over Reversed Peak mountain, with many access points into the Village along existing access roads.

*Recommended for Further Study:* Around the southwestern shore of June Lake is a potential trail alignment that will require further study. A considerable number of residences are located at this end of the lake, some on USFS leasehold property and some on private land. During the trail planning process, it was the consensus of the workshop participants that none of the routing options through this area merit implementation at the present time. However, routing of this trail can be explored in greater detail in the future with the USFS and cabin owners when and if community support warrants, funding becomes available to support formal proposals for the June Lake loop trail system, and traffic dictates exploration of additional trail options.

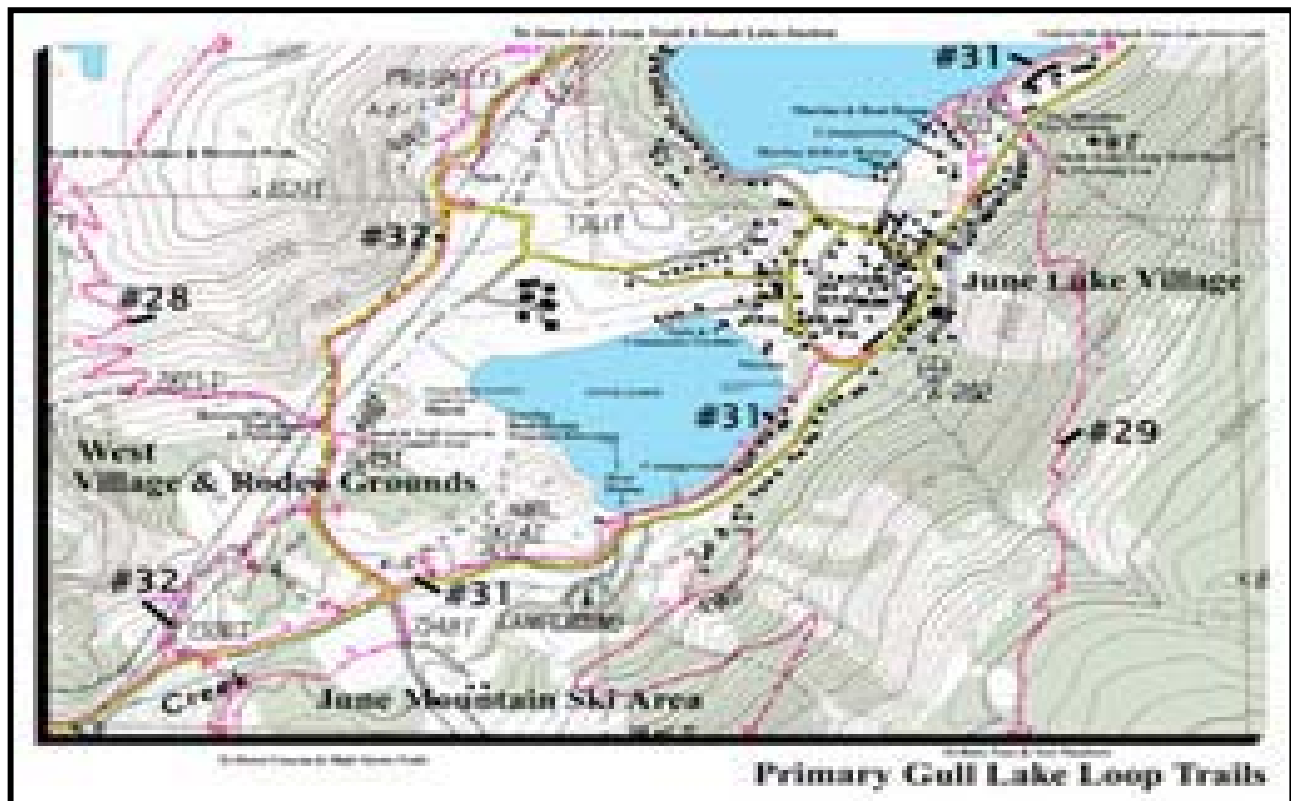


## SECTION 10 GULL LAKE TRAILS



Gull Lake is the smallest of the four June Loop lakes. Uses around the lake include a major marina on the eastern shore, a wetlands area adjoining the south end of the marina, two public boat ramps, and major community facilities on the northwest end including the community meeting center, library, and park. Residences in the area include private homes on private land, private homes on land leased from USFS, several motels and lodges, and a campground located just south of Gull Lake on the north side of Boulder Drive (Highway 158).

Much of the activity in this area is oriented to the lake, particularly boating. But the presence of the community center and public park, as well as proximity to the village commercial area, also exert strong influence on the patterns of movement around Gull Lake. During peak season, Gull Lake and June Lake experience very high levels of tourist visitation including pedestrians, joggers, cyclists, and all types of vehicles. Use levels are anticipated to increase with development of the June Mountain ski area and Rodeo Grounds/West Village. This development will add to the need for linkage between the Village and points south.



The primary trail in the Gull Lake area is the existing trail that follows generally along the south shore of Gull Lake. This trail utilizes the existing campground road, and then transitions along the present USFS cabin access road, eventually turning into a well-used footpath that leads to the central Village area. This link is considered to be an essential element of the Gull Lake Trail system, and a critical link in the entire June Lake loop trail plan.

During development of the Gull Lake trail system, a trail was proposed that would have encircled Gull Lake and would have provided access to the boat ramp on the west shore of the lake. Due to concerns expressed during the workshop, this trail has been taken off the plan. However, it may be worth reconsidering this trail if and when development proposals to the west and north of Gull Lake come into fruition.

*Recommended for Further Study:* A trail encircling Gull Lake is a potential trail that will require further study. Routing of this trail can be explored in greater detail if any when development proposals west and north of Gull Lake are implemented.

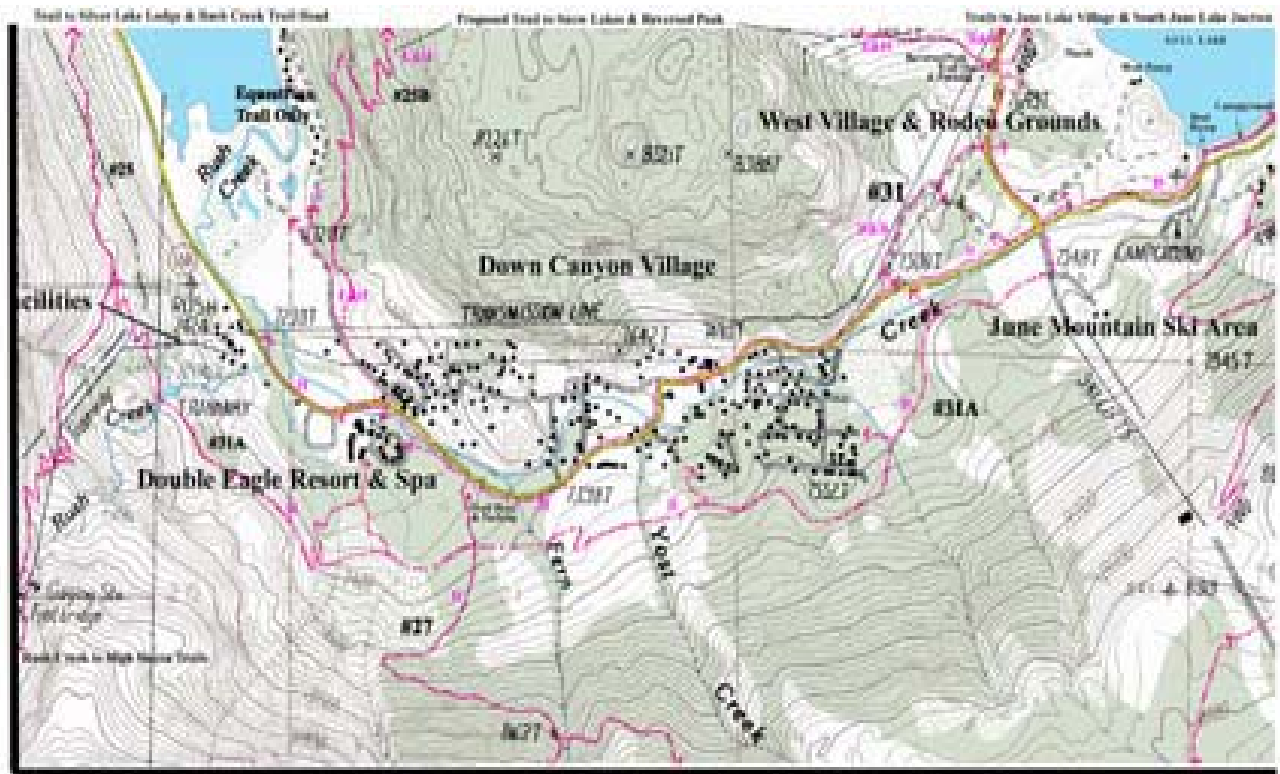
Detail Map Trail Westside Gull Lake



## Section 11 DOWN CANYON TRAILS



The area known as “Down Canyon” is where the largest number of permanent residents make their home. This community also has numerous tourist cabins, motels and rentals as well as several popular dining establishments, a resort lodge, a market, several major trailheads into the high Sierras, and a major SCE utility station. Unlike other parts of the loop, the topography allows for a relatively deep penetration of private and public uses away from the main highway, lending this area the feeling of an enclave. Also unlike other parts of the loop, Down Canyon is the site of the only true “S” curve on Highway 158.



**Down Canyon Village Loop Trails**

The trail system proposed for Down Canyon emphasizes the creation of internal loops. This plan will provide trail users with a wider range of options and allow for greater separation of the slower foot-based trail uses from the higher-speed wheel-based trail uses. The internal loop will link the residential area on the east end of Down Canyon with the Yost and Fern Creek trailhead, the June Mountain Ski area trails (including the Rodeo Grounds and future West Village resort area), and Reversed Creek. The loops will also link the lodging,

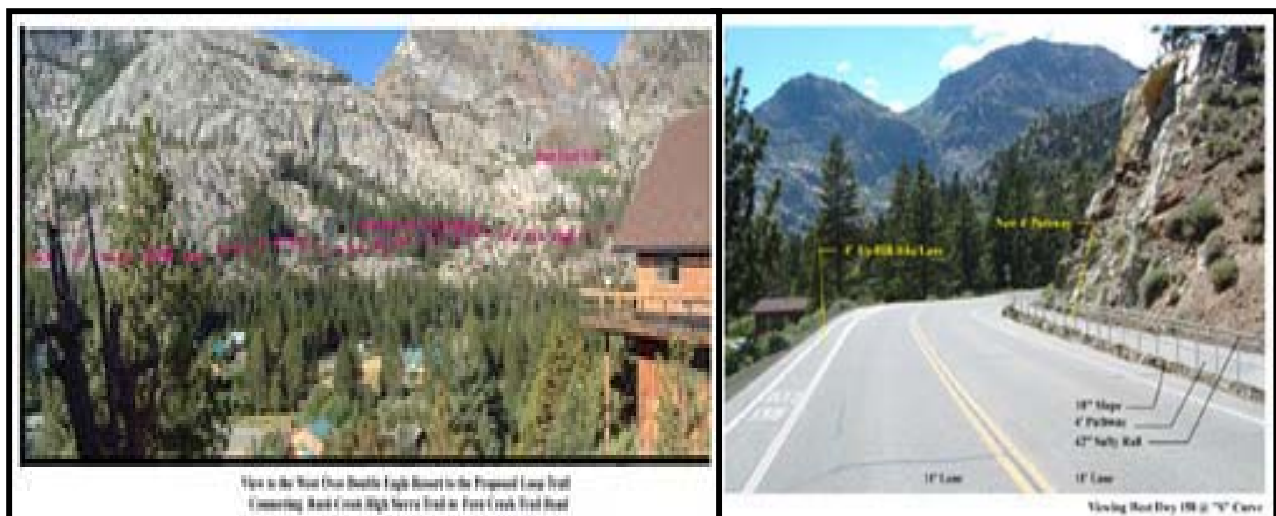
side of Hwy. 158 to the trails off North Shore Drive, the Yost and Fern Creek trailheads, and to the Silver Creek equestrian/pedestrian trail loop.

This loop system will also provide convenient linkage to Gull and June Lake via a connection through the Rodeo Grounds.

A meandering pedestrian trail is shown between Double Eagle Lodge and Yost Creek, parallel to Highway 158, and continuing to the Rodeo Grounds. The segment between Yost Creek and the Rodeo Grounds is one of only two on-road pedestrian links (i.e., segments where the footpath is adjacent to Highway 158) in the entire system, as shown in the proposed cross section provided below. Special conditions will need to be developed with Caltrans, particularly for the “S” curve, to ensure the safety of the multiple trail users sharing this link.

A key element of the Down Canyon trail system is a new trail that will begin in the vicinity of the Fern Creek trailhead, turning in a westerly direction up and over the ridge behind Double Eagle Lodge and joining into Rush Creek above the SCE funicular (Trail #31A connecting to Trail #26). Additional connections to this trail could be taken from various points within Down Canyon. The trail would ultimately connect, on the east, to trails into the June Mountain Ski area, West Village/Rodeo Grounds, and continuing into June Lake Village, providing another regional backbone system.

*Recommended for Further Study:* The trail segment between Yost Creek and the Rodeo Grounds immediately adjacent to Highway 158 is the only link in the entire system where all trails (wheel and foot-based) converge on Highway 158. This segment also contains the “S” curve, and it is recommended that the County work closely with Caltrans to develop special conditions that will ensure the safety of trail users sharing this vital link.

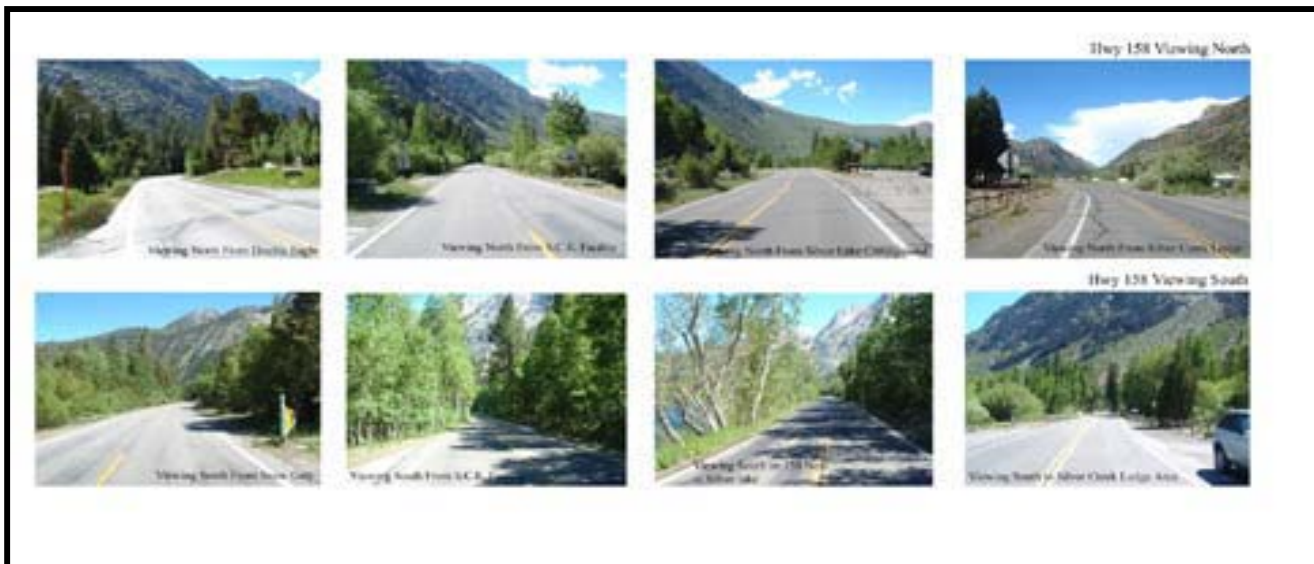




## SECTION 12 SILVER LAKE TRAILS



Several elements distinguish the Silver Lake area from other parts of the loop. It is renowned for world-class fly-fishing along Rush Creek, just north of the lake proper. And it is a center of equestrian activity, with a large pack station on the west side of the lake that serves a diverse clientele ranging from day riders to overnight campers in the high Sierras. Silver Lake also has a long-established campground, with a popular restaurant and trailer park. The wide range of activities results in higher traffic volumes during peak summer months, and also results in large numbers of pedestrians moving between the campground and activity centers.

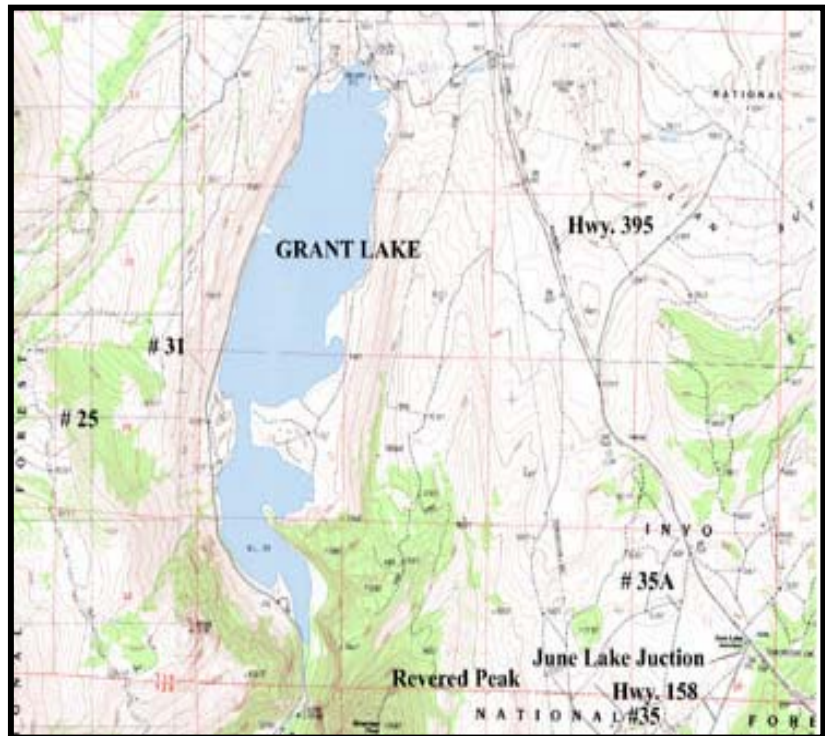


The trail plan for Silver Lake optimizes the relationship between active use areas while preserving solitude in the fly-fishing corridor along Rush Creek. This plan retains, for equestrian use only, an existing trail that skirts around the east end of Silver Lake. This equestrian trail will also link to Yost Creek trailhead in Down Canyon by way of the high trail skirting behind SCE and Double Eagle. Another key element of the multi-use plan for Silver Lake involves a new backbone trail to the crest of Reversed Peak mountain; this trail will offer several options that link Silver Lake with Gull and June Lakes. It is recommended that access on Highway 158 between the snow gate and Rush Creek trailhead be limited to bicycle; this segment is proposed to include signage that discourages pedestrian use of the highway.

## SECTION 13 GRANT LAKE TRAILS



Grant Lake is approximately 10 miles from the June Lake Village core area, and well removed from the primary tourist corridors of the loop as a whole. Use levels in the area are comparatively low for most types of trail systems (pedestrian, horse, jogging). But this lake is an important element of the long-distance road-bike riding system in Mono County. Due to lower traffic levels, less winding alignment and more generous shoulders, the road system along Grant Lake is considered by many riders to be the loop segment with the highest levels of safety overall.



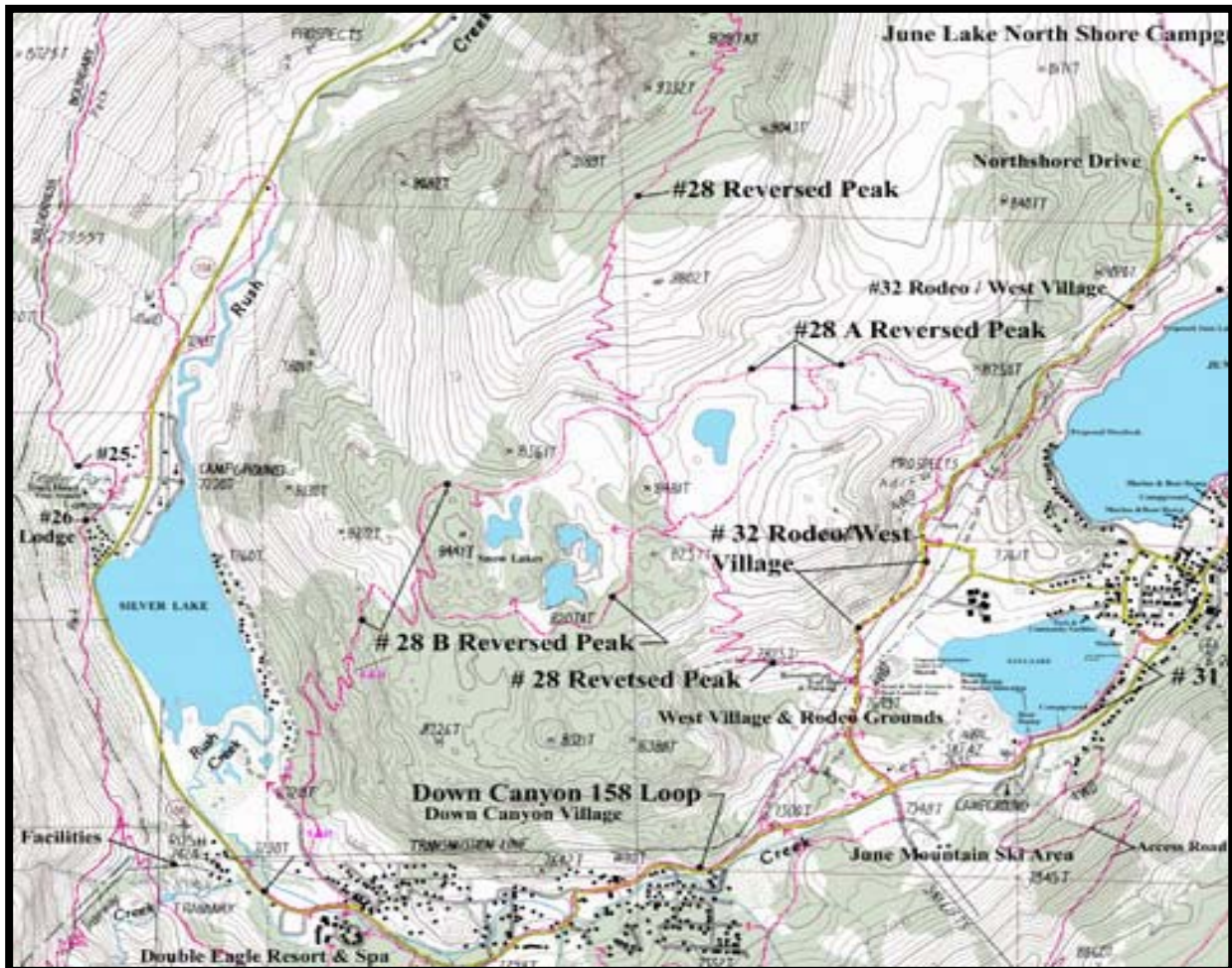
Consistent with this setting, the chief component of the trail plan for Grant Lake is to continue the road bike path along the entire length of Grant Lake, with a linkage to the Grant Lake marina, and continuing to the northerly junction of Highways 158/395. At that location, the road bike path on Highway 158 joins with the highly improved regional road-bike system that extends throughout Mono County on Highway 395.

In addition to the trails above, there are many additional opportunities around Grant Lake for off-road hiking and biking. These include access to Rush Creek for fishing, and along the perimeter shoreline which includes several campgrounds. There is also the opportunity to create a full loop, as recommended for further study below.

*Recommended for Further Study:* A complete loop around Grant Lake could be achieved with an off-road bike and hiking path extending from Highway 158 across the dam top of Grant Lake and connecting back into the Silver Lake loop trail on the east side of Rush Creek. If this is recommended that this be studied further, with particular attention to the concern of residents around Silver Lake with respect to the linkage at Rush Creek.



## SECTION 14 REVERSED PEAK TRAIL PLANS & THE SNOW LAKES



The trail system around Reversed Peak mountain forms a central and unifying element of the June Lake Loop Trail Plan. This system consists of three access trails, including an existing access (from North Shore Drive just above the Rodeo Grounds), plus two new trails. One of the new trails would be across from the June Lake ballpark, and the second new access would be from Down Canyon near the entry road to the Silver Lake cabins. All three trail would meet in the vicinity of the Snow Ponds at the top of the Reversed Peak mountain, with a primary trail link leading northward to Reverse Peak proper. All three trails will require further study to identify the alignments that best optimize views and safety.

## SECTION 15 ENVIRONMENTAL CONSIDERATIONS

As described throughout this document, the Trail Plan offers a conceptual and schematic framework for the long-range development of trails within the June Lake Loop. Concepts presented herein will be more fully articulated as funding becomes available for the detailed planning and implementation of individual trail segments.

The County, the United States Forest

Service, Caltrans and others may seek out grant monies and other funding sources to expedite the implementation process. CEQA and/or NEPA compliance, as appropriate, would occur at the time that individual trails or trail segments are proposed.

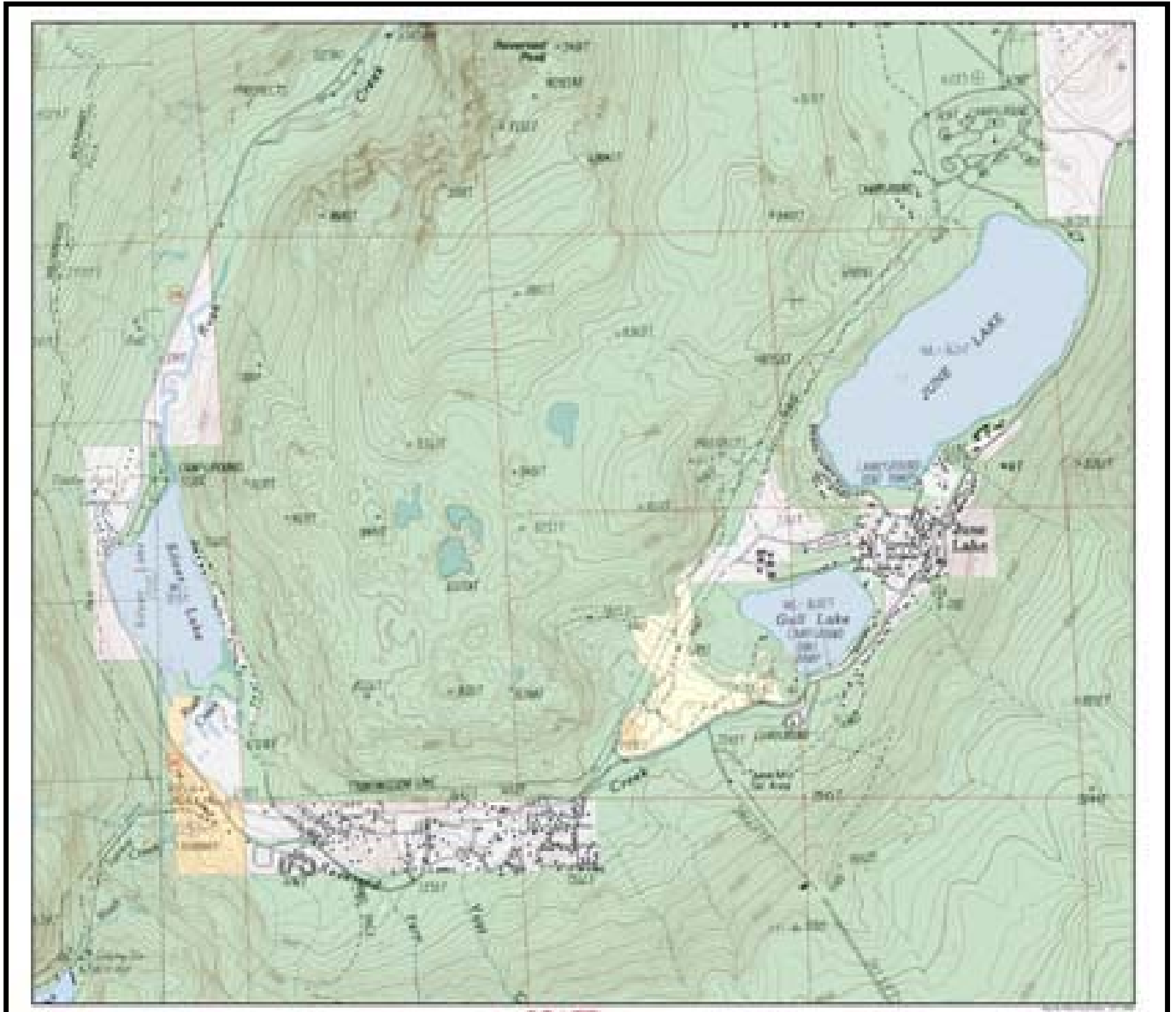
There are a number of environmental factors that will require consideration as the more detailed trail planning efforts unfold. Issues of concern will depend largely on the proposed location and precise alignments of the trail systems, but could include the following:

- *Potential impacts on habitat or sensitive natural communities in the area of proposed trail improvements;*
- *Potential conflict with adopted policies or ordinances to protect biological resources;*
- *Potential disruption or loss of cultural resources in the areas of trail development and use including*
- *Aesthetic and visual impacts associated with the potential for abuse of trails, including littering, vandalism, and theft of public property.*
- *Potential exposure of natural resources to hazards or hazardous materials related to improper disposal of wastes, or leaking of fuel-powered trail vehicles.*
- *Exposure of adjacent land areas to increased noise levels, particularly along trails designated for use by fuel-powered vehicles.*
- *Potential increased demand on public services including fire, police, and public works to provide increased protection or maintenance services along the new trail systems,*
- *Potential conflicts with existing transportation systems resulting from changed patterns of circulation.*

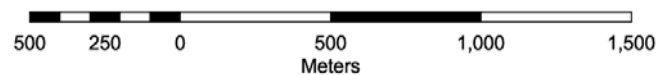
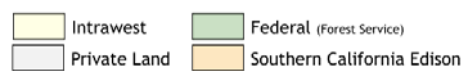
As noted above, these potential effects will be the subject of more detailed environmental assessment as individual trails are proposed. The type of review will depend on the agency approvals required (i.e., federal or state), as well as the potential for significant adverse effects, the need for mitigation, and the level of community involvement appropriate to each proposal.



# APPENDIX A LAND OWNERSHIP MAP



## LAND OWNERSHIP PATTERN JUNE LAKE



## **APPENDIX B**

### **CONTEXT SENSITIVE SOLUTIONS June Lake Loop Bike Route Provisions**

The June Lake Loop (State Hwy 158) in Mono County offers some of the best road cycling in rolling terrain along one of the most scenic areas in the state, if not the country. However, the winding and rather narrow state highway is considered by some transportation professionals to be difficult to improve to accommodate both bicycles and motor vehicles in the “standard” way. Context Sensitive Solutions, as promulgated by the Director of the California Department of Transportation, appear to be appropriate for the June Lake Loop to improve both safer bicycle travel and safer motor vehicle travel in this sensitive environment. The following outlines solutions that can achieve enhanced safety for these highway users.

#### **Use of Narrower Traffic Lanes for Traffic Calming**

Reduction of the standard vehicular travel lane width in the June Lake Loop from 12’ to 11’ would achieve a number of objectives. First, a narrower lane width tends to modulate the speed of traffic. Since the differential between the driver and the bicycle rider is extremely important in collision circumstances, a slower vehicular speed is desirable along this high use cycling corridor. Second, utilizing an 11’ vehicular lane will “free up” paved shoulder width for cyclists. Another advantage is the reduction on wear and tear on the pavement edge and shoulder with a reduced lane width. Other traffic calming measures should be considered if at all possible. If necessary, a design exception should be processed to achieve this lane width.

#### **Speed Limit Reductions**

Together with traffic calming, speed limits should be re-evaluated along the route. Techniques should be employed to create an environment that results in reductions of posted speed limits. These should include careful timing of the speed studies to coincide with high use periods (i.e., summer) when activity levels of pedestrians, fishermen, campers, motorhomes, cyclists and other users tend to slow traffic. “Rounding down” (instead of up) to the next 5 mph speed increment should be utilized wherever allowable. Speed studies should be conducted after traffic calming measures are installed and a proper level of enforcement is achieved.

#### **Use of Variable Width Shoulder**

As illustrated in the attached diagram, Section “A”, where a 26’ pavement width is provided (and most of the Loop roadway can accommodate this pavement width), there would be a 2’ wide shoulder in the flat parts of the roadway, allowing a minimal but usable area for cyclists to travel. Where a 28’ pavement width can be provided in the flat parts, Section “C” (and this can be achieved in many sections of the roadway), there would be a 3’ wide shoulder for cyclists. Where a 30’ pavement width can be provided in the flat parts, Section “E” (and this can be achieved in several sections of the roadway), a 4’ wide shoulder can be provided for cyclists. Overall, this would result in a variable width shoulder through the Loop, taking advantage of areas where wider pavement widths are possible. This should be able to be achieved without a design exception, but if not, then a design exception should be prepared.

## Use of a Centerline Shift / Wider Shoulder on Uphill Sections

On ascending roadway segments (greater than 100 meters in length), shifting the centerline to allow for a wider shoulder on uphill segments will allow a significantly enhanced safety feature for cyclists. On ascending roadway segments, the speed differential between the cyclists and vehicles dramatically increases (the opposite is true for descending sections where the cyclist generally “takes the lane”, speeds >20 mph). As illustrated in the attached diagram, Section “B”, where a 26’ paved width is provided, the centerline is shifted one foot to allow a 3’ wide uphill cycle shoulder; the downhill shoulder is decreased to 1’ wide. In Section “D”, where a 28’ paved width is provided, the centerline is shifted 1’ to allow for a 4’ wide uphill cycle shoulder; the downhill shoulder is 2’ wide. In Section “F”, where a 30’ paved width is provided, the centerline is shifted 1’ to allow for a 5’ wide uphill cycle shoulder; the downhill shoulder is 4’ wide. If necessary, a design exception should be processed to achieve this centerline shift/wider uphill cycle shoulder.

## Bike Route Designation

The entire June Lake Loop should be designated as a “Bike Route” in accordance with Chapter 1000 of the Highway Design Manual. This is consistent with the Regional Transportation Plan and the Mono County General Plan Circulation Plan. (The section of US Hwy 395 from the south junction to the north junction with the June Lake Loop should also be designated a bike route.)

## Signing

The entire June Lake Loop (and the connecting segment of US Hwy 395, south junction to north junction) should be provided with “Bike Route” signs at Chapter 1000 spacing. For the most part, these signs should be freestanding and not attached to other signs. The main purpose is to warn motorists that the June Lake Loop is a bike route.

“Share the Road” bicycle signs should be erected at appropriate spacing to give further advice to motorists that cyclists are utilizing the roadway. These should emulate the very successful signing erected on Benton Crossing Road by the County of Mono.

## Implementation

Implementation of these bike route provisions should be included in the Caltrans “Cap M” overlay project scheduled for 2003. Every effort should be employed to carry out Context Sensitive Solutions in the “Cap M” project, including design exceptions and special provisions in the “Cap M” standards.

## DEPUTY DIRECTIVE

Number: DD-64

Refer to  
Director's Policy 05 - Multimodal  
Alternatives Analysis  
06 - Caltrans'  
Partnerships

Effective Date: 3-26-01

Supersedes: New

Title: Accommodating Non-Motorized Travel

---

### POLICY

The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

### DEFINITION/ BACKGROUND

The planning and project development process seeks to provide the people of California with a degree of mobility that is in balance with other values. They must ensure that economic, social and environmental effects are fully considered along with technical issues, so that the best interest of the public is served. This includes all users of California's facilities and roadways.

Attention must be given to many issues including, but not limited to, the following:

- Safe and efficient transportation for all users of the transportation system
- Provision of alternatives for non-motorized travel
- Support of the Americans with Disabilities Act (ADA)
- Attainment of community goals and objectives
- Transportation needs of low-mobility, disadvantaged groups
- Support of the State's economic development
- Elimination or minimization of adverse effects on the environment, natural resources, public services, aesthetic features and the community
- Realistic financial estimates
- Cost effectiveness



Individual projects are selected for construction on the basis of overall multimodal system benefits as well as community goals, plans and values. Decisions place emphasis on making different transportation modes work together safely and effectively. Implicit in these objectives is the need to accommodate non-motorized travelers as an important consideration in improving the transportation system.

#### *RESPONSIBILITIES*

##### Deputy Director, Planning and Modal Programs:

- Ensures that the needs of non-motorized travelers are incorporated into the program element of Transportation Planning and the modal elements of the statewide strategy for mobility.
- Ensures that liaison exists with non-motorized advocates to incorporate non-motorized needs into all program areas including project and system planning.
- Ensures that the needs of the non-motorized travelers are incorporated in Personal Movement Strategies.

##### Deputy Director, Project Delivery:

- Ensures that projects incorporate best practices for non-motorized travel in the design and construction of Capital projects.

##### Deputy Director, Maintenance and Operations:

- Ensures that the transportation system is maintained and operated in a safe and efficient manner with the recognition that non-motorized travel is a vital element of the transportation system.
- Ensures that the needs of non-motorized travelers are met in maintenance work zones.

##### District Directors:

- Ensure that best practices for non-motorized travel are included in all district projects and project planning.
- Ensure that best practices for non-motorized travel are implemented in maintenance and travel operations practices.

Chief, Division of Design:

- Ensures that project delivery procedures and design guidance include the needs of non-motorized travelers as a regular part of doing business.
- Ensures that all Project Delivery staff is trained and consider the needs of the non-motorized traveler while developing and designing transportation projects.

Chief, Division of Planning:

- Ensures incorporation of non-motorized travel elements in transportation plans, programs and studies prepared by Transportation Planning.
- Ensures planning staff understand and are trained in the principles and design guidelines, non-motorized funding sources and the planning elements of non-motorized transportation.
- Coordinates Caltrans projects with non-motorized interest groups.
- Ensures incorporation of non-motorized travel elements in Corridor Studies prepared by Transportation Planning.

Chief, Division of Environmental Analysis:

- Ensures that non-motorized travel groups potentially affected by Caltrans projects are identified and have the opportunity to be involved in the project development process.
- Advocates effectively for all reasonable project-specific best practices that support or promote non-motorized travel.

Chief, Division of Maintenance:

- Ensures State-owned facilities are maintained consistent with the needs of motorized and non-motorized travelers.
- Provides guidance and training to those maintaining roadways to be aware of and sensitive to the needs of non-motorized travel.

Chief, Division of Traffic Operations:

- Ensures that the transportation system is operated in accordance with the needs of all travelers including non-motorized travel.
- Provides training and guidance on the operation of the transportation facility consistent with providing mobility for all users.

Deputy Directive  
Number DD-64  
Page 4

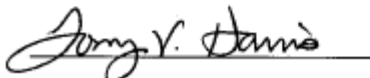
- Recommends safety measures in consideration of non-motorized travel on California's transportation system.

Chief, Division of Local Assistance:

- Ensures that Local Assistance staff, local agencies and interest groups are familiar with funding programs that are available for non-motorized travelers.
- Ensures that program coordinators responsible for non-motorized travel modes are familiar with non-motorized issues and advocate on behalf of non-motorized travelers.

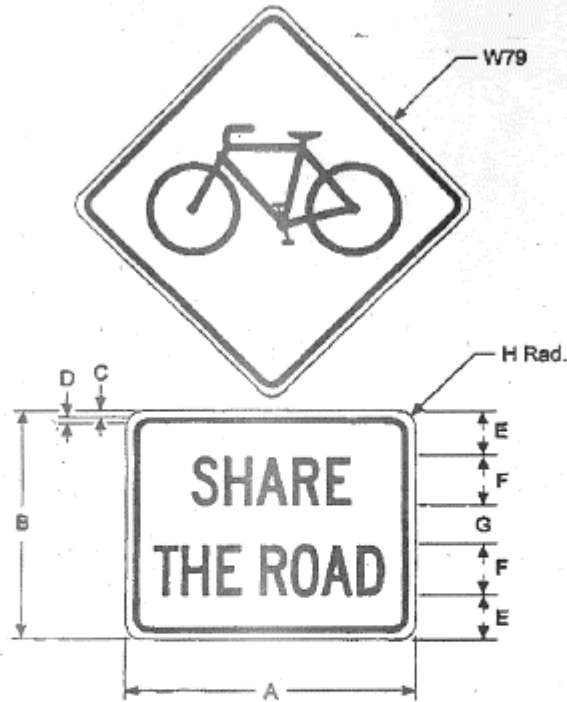
*APPLICABILITY*

All Caltrans employees who are involved in the planning, design, construction, maintenance and operations of the transportation system.



TONY V. HARRIS  
Chief Deputy Director

## STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **W16-1**CODE **W79A**

SIGN SIZE	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
30 x 24	30	24	1/2	3/4	5	5C	4	1-7/8
36 x 30	36	30	5/8	7/8	6-1/2	6C	5	2-1/4
48 x 36	48	36	3/4	1-1/4	7	8C	6	3

**COLORS**  
**LEGEND - BLACK (NON-REFLECTIVE)**  
**BACKGROUND - YELLOW (REFLECTIVE)**

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

*Henry Jones*  
 CHIEF, OFFICE DESIGN AND DELINEATION

DATE

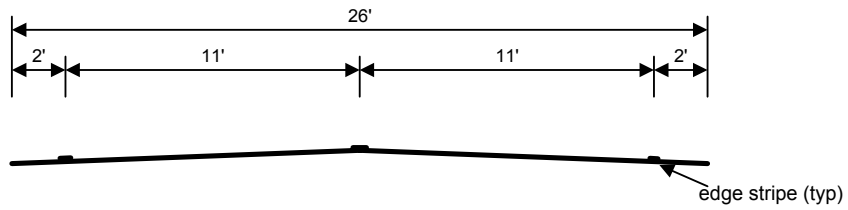
REVISION

REVISION

## June Lake Loop Bike Route Cross-Sections

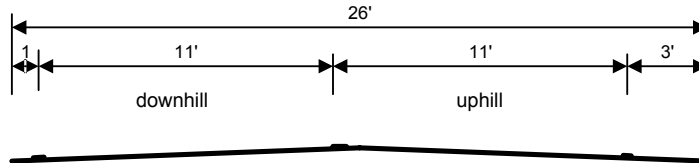
**A**

26' - In Flat Sections



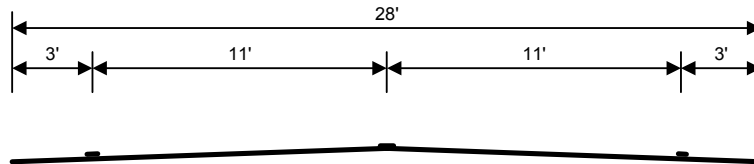
**B**

26' - On Grades >100m



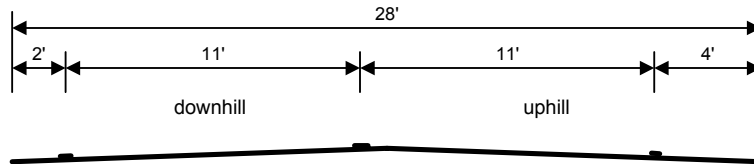
**C**

28' - In Flat Sections



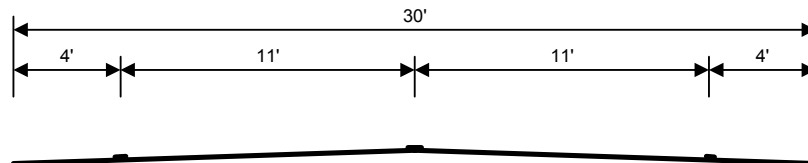
**D**

28' - On Grades >100m



**E**

30' - In Flat Sections



**F**

30' - On Grades >100m

